

Notes

A correspondent mentions that some time ago a local shipping firm had a wireless installation in the roof of one of the German hotels in 38 de Mayo. CRÍTICA has not so far been able to find whether this installation still exists. One of the chief difficulties in dealing with these matters is that the antennas are lowered during the day and hoisted again at night, besides the protection thus afforded by the darkness is as well-known, the period for long distance work.

A very good radiotelegraphic station, illicit course, has been discovered in the mountainous portion of this province, down south. It may not be generally known that the Germans have given much attention to southern Argentina. One reason is that it is the wool region, and Germany is or was the principal wool buyer in this country. The southern wool trade is mostly in German hands. Dead wool, as it is called, that is to say wool plucked off dead sheep, and which is so extensively used for mattresses in this city, is essentially a German industry.

It is only natural that, having so many facilities for working free of observation, the Germans throughout the country, and especially the coastal parts, have a very thorough system of communication. There can be little doubt that their warships are advised with absolute exactitude of all that concerns them that it is possible to know. The remedy is as CRÍTICA has before remarked, that everyone in favour of civilisation and justice and opposed to despotism and savagery, keep a sharp and constant lookout. We therefore thank our correspondent who calls attention to the Kaiser's.

A few days ago the following appeared in the "Notes", England:—It is not just to say Great Britain has for generations past, been priding herself on her navy. The army has been a species of Cinderella in the public eye. A reader takes objection to this and asks "Why say England?" The reason is simple. The English are preeminently a maritime nation. As such, they came to Britain; as such they have spread themselves all over the world. For centuries they have

been the recognised masters of the seas, and so benevolently have they exercised their great power that apart from the Germans, who are still a savage and ferocious nation, the world generally has preferred, rather than otherwise that the "English" should maintain the mastery of the sea.

The reason for general acquiescence in British command of the sea, also is simple: the English are essentially a democratic people, just as they are instinctively lovers of justice, upright as colonisers and administrators. It is for these reasons that there is an England today, that the word "English" has been so deeply impressed every where, and that it is so generally accepted as quite a natural condition. But the English are first and last seafarers. It may be only a weezy little chap who gets away from his desk or his counter for three days to the south, but he returns with a first-hand and a good deal of nautical language tied up in bundles; and he likes his friends to know the smack of the seadog in his gait and set-up. Other nationalities are not like that.

Young Englishmen go to the colonies and spend their holidays camped on the sea beach "living the life". The noun tains and forests do not attract them; the sea does. You may see this on the shores of the Great Lakes and Vancouver along the marvelous coasts of Maryland in the suburban shores of Africa, in Rockhampton and Sydney and Port Philip. They think it heaven to leave their luxurious quarters in Buva or Leuka and pitch a tent under the palms on the shore; if they have no time for a longer stint they are happy to turn out of their comfortable quarters at The Gardens where they look-out daily on the marvel of the southeast pouring the white clouds down in torrents between the Devil's Peak and Table Mountain, and it is away to the sea, a few square off, to live under the pines of Camps Bay or amongst the rocks of Sea Point. The Englishman has the rapture of the sea in his veins, and of him and his feet we expect what we do not look for from other races.

TELEGRAMS.

Copies of telegrams received by His Britannic Majesty's Minister at Buenos Aires from the Foreign Office in London, November 11th 1914.—(1240)

p. m.) — Following Russian Communist issued:—In East Prussia the enemy stubbornly resisting near Lyck, has been pressed back to Masurian Lakes to East of Neidenburg. About two miles from Neidenburg, captured transport and blew up two railway bridges. German cavalry forced to retire near Kalisch on border of German Poland. On road leading to Cracow, Russian reached Miesch. In Galicia, Russian crossed river Wislok and occupied Rzeszow, Dzwor and Lisko. On Caucasian frontier strong Turkish forces covered by large masses of Kurdish cavalry moved from direction of Batum valley towards Koprisk. Force fighting took place. Turks were reinforced by garrison of Rzeszow and led by German Officers, but attacks were beaten off and Russians held all positions captured.

LONDON, November 12th 1914. — (1 p. m.) — Official announcement at Nish states:—

"6000 Austrians who had crossed Danube at Semendria have been driven back by inferior forces of Serbians. 1000 of the enemy killed or drowned, 2000 prisoners. Many guns taken."

Official statement at Bordeaux announces the successful outcome of operations by French and Belgian Forces in Congo. Germans have been driven from entire Sangha district, the territory which had been taken over from the French by the Convention of 1911.

Captain de "Bauden" and Prince Francis Joseph Hohenzollern are prisoners unaccounted. Losses of British unofficially reported 200 killed and 20 wounded. All honours of war accorded to survivors. Officers retained swords.

The German spy Lady who passed herself as American and sent valuable information to enemy has been sentenced by court martial and shot. The King has addressed message to Field Marshal French praising splendid pluck, courage and endurance of British troops and expressing confidence in ultimate result. Field Marshal expressed gratitude to Army and firm resolve to bring campaign to successful conclusion.

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At opening of Parliament His Majesty's said that the area of war has now been enlarged by participation of Ottoman Empire, in conjunction with Allies and despite repeated provocations I strove to maintain friendly neutrality. But Turkey to policy of wanton aggression, and now war exists between us. My Muscovian subjects know well that the rupture with appreciation and gratitude the proofs of loyal devotion and support. My Navy and Army continue to maintain glorious traditions of the past. We watch their steadfastness and valor with thankfulness and pride, and throughout the Empire there is a fixed determination to secure at whatever sacrifice the triumph of our Arms and a vindication of our cause.

Hot Houses of Parliament of the Union of South Africa addressed loyal resolution to the King conveying its assurance of support and determination to take all necessary measures to defend interests of the Union and cooperate with His Majesty's Government in maintaining integrity of Empire. Able to support to His Majesty the King of the Belgians their admiration and sympathy with Belgian people in heroic stand for protection of the country against unprincipled invasion.

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que en nuestra ciudad de alma y espíritu. Cualquiera intima podría sentirse con la desola de la mano, puede ser factor de un revés que podría tener gravísimas consecuencias.

Los franceses, belgas y británicos están en condiciones de resistir mejor que yo desde Lille a Dunkerque y Calais a Calais, en un triángulo recintado cuya apertura la forma la costa.

Esta situación resulta muy fuerte, casi insuperable, por estar en comunicación por varias líneas estratégicas de ferrocarril que la unen a París, donde son exitosos numerosos contingentes de tropas que no han recibido en la guerra actual el bautismo de fuego.

Guardar para el momento decisivo de la batalla las mejores reservas, es la acción del triunfo, y el generalísimo ofrece se caracterizar por una reflexión fría y serena que son los factores de la victoria.

Aun en el caso poco probable de que las atenciones mundanas de Dismund, no está en estado del espíritu, está en latente y en la costa.

Genealogía curiosa

Nuestros cronistas que de la Plaza, era un apolítico doctor, de antiguos linajes, de orgánicos aristocráticos. Hasta en nuestra ignorancia de pobres escritores, nos habíamos llegado a imaginar, que uno de los nobles que más habían contribuido a que don Víctoriano fuera elegido al alto título que ocupa, era su abuelo lejano. Así, cuando se acordó el primer presidente y antiguo vice, ya que no había nada, sería una figura decorativa, algo que "vestiera" a la república.

Peró, don Robustiano Patrón Coeta, noche en el Royal, con todo título no, en su gran escena, para hacernos ver confusión. Estaban hablando, el infante don Macdonato, ministro de hacienda de Italia, y dos bellas chicas francesas, que entre sorbo y sorbo de champagne, le decían al escudero de ministro cauchalqui:

"Vista, m'amaro."

Don Robustiano nos llevó a un rincón del antepatio, y después de ofrecernos una copa de champagne, nos dijo:

—Les voy a hacer a ustedes una sensacional revelación. Pero quédense el secreto. Nosotros, extendimos la mano y prometimos ser una tumba.

Ya tranquilizado por nuestra cronista, el gobernador cauchalqui, nos contó la siguiente historia:

En un pueblo, cuyo nombre no hace al caso, vivía un muchacho, que no pasaba en su casa al ser solo monarca. Todo el santo día, se lo pasaba en la plaza, hecho un aborrate. La gente del pueblo, ya sabía que a todas horas, se encontraba en la plaza del pueblo al muchacho. Sabía que él vive y da lo que da, siempre en la plaza, luego que te llega. Y llegó un momento en que la gente, para burlarlo, decía: —"Victorino de la Plaza", llamado a Victorino de la Plaza, "que venga Victorino de la Plaza", y creció el muchacho, y fue hombre y todo el mundo siguió llamándolo "Victorino de la Plaza".

Y Victorino de la Plaza, llegó a ocupar altos prebendados en la política de un país.

Don Patrón Coeta, es cruel a veces!

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En persecución de un tren

Y UNA RESPUESTA IRÓNICA

Habiendo salido un tren con dirección al norte se observó que a poca distancia de él marchaban un "tubo" enorme, que había hecho más ruido que un tren de tropas y se ensalaba a una velocidad aproximada de 20 kilómetros por hora. El "tubo", que según al conductor como con intención de no estrafalar a para establecer sin duda relaciones con los Viajeros, arrojó primero dos bombas, luego tres y después cuatro; pero ninguna de ellas hizo daño,afortunadamente. El avistador había tomado indudablemente al tren de viajeros por un tubo de tropas y se ensalaba con el arrojado bombas.

Corca ya de Creil desapareció el aeroplano.

Algunos viajeros dicen que cuando llegaron a la estación había allí un tren, procedente de París, que llevaba bastantes prisioneros bávaros, y otro que se dirigía al norte, empujando cables. Los ingleses. A una de las ventanillas del tren de los prisioneros se asomó un alemán que, viendo a una muchacha, muy guapa que iba en el tren de viajeros, le dijo en correcto francés: "Señorita, ¿qué asunto es el que os conduce a París?" La muchacha le respondió con alteración: "Pues el de esperar a usted".

Un milanese en mare

En las regatas efectuadas ayer en el Tíber y a las que asistió el presidente, interino con sus ocho secretarios, uno de ellos se mareó horriblemente, maldiciendo por su momento la algaría de la fiesta.

El primer impulso del sector, será suponer que la víctima del mareo, será el doctor Muraturo, hombre poco avara de a corvetas marítimas, pero el hecho se engaña: el que se mareó, contó tenía que suceder en un país como el nuestro, hecho a las cosas raras, fue el mismísimo ministro de marina, conde almirante Steno Valente.

Como es de suponer, el accidente fue la comidilla de la tarde, ya que nadie, no obstante el silencio almorzoso hecho, pudo sospechar que fuera nuestro ministro de marina las "milanesas", como para marearse en el río Tíber y sobre la cubierta de una catenara de agua dulce.

Como decía todos los ministros tan de acuerdo en su "profesión" como el de marina, ya podemos estar muy confiados en aquello del título de la nave del estado...

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EL CUENTO DEL TIO GERMANO



